

Established February, 1845.

PRICE, \$24 PER ANNUM.

al-
al-

Steamers.
DIRECT ROUTE TO AUSTRALIA
FOR PORT DARWIN, COOKTOWN,
TOWNSVILLE, BRISBANE, SYDNEY
AND MELBOURNE.
Taking through Cargo and Passengers
ADELAIDE, all NEW ZEALAND

PORTS, FIJI and NEW
CALEDONIA.)

The Steamship
"Nelson,"
Captain THOM, will
be despatched as above
on or about FRIDAY, the 14th July.
For Freight or Passage, apply to
GEO. B. STEPHENS & CO.


Hongkong, June 30, 1882.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

Taking Cargo & Passengers at through route
for NINGPO, CHEFOO, NEW-
CHWANG, TIENTSIN, HANKOW
and Ports on the YANGTZE.)


The Co.'s Steamship
"Bellerophon."

 Capt. FREEMAN, will
despatched on or ab
the 15th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.

Hongkong, July 8, 1882.


FOR LONDON AND HAMBURG,
VIA SUEZ CANAL.

The Steamship

 *"Lydia,"*
Capt. PAULSEN, will
despatch for the above
ports on or about the 15th Instant.
For Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, July 6, 1882. Agents.

UNION LINE.
FOR YOKOHAMA.



 The Steamship
"Yorkshire,"
 Captain LYON, due on
 about the 12th Inst.
 will have immediate despatch for the above
 port.

For Freight or Passage, apply to
RUSSELL & Co.
 Hongkong, July 6, 1882.

The P. & O. S. N. Co.
Steamship
"Sumatra"
will leave for the above
place on SATURDAY, 22nd July, at 4 p.m.

A. McIVER,
Superintendent.
& O. S. N. Co.'s Office.
Hongkong, July 11, 1882. jy

FOR LONDON VIA SUEZ CANAL.

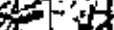
 The Steamship
"Gleearn,"
Captain Duke, will
be despatched as above
about the 22nd Instant.
For Freight or Passage; apply to

JARDINE, MATHESON & Co.
Hongkong, July 5, 1882.

FOR SYDNEY AND MELBOURNE.

BE FOLLOWED BY THE S.S. *Merrim*
calling at PORT DARWIN & QUEENSLAND PORTS, should sufficient inducement offer, and taking through Cargo to NEW ZEALAND.)

The Eastern and Australia

 Australian Steamship Co.
Steamer "*Catterthun*,"
Capt. MILLER, will be despatched as above
for about TUESDAY, the 26th July.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, June 20, 1882.

Sailing Vessels

FOR NEW YORK.
The 3/3 L.L.L. American Ship
"Grecian,"
DUNBAR, Master, will load her

For the above Port, and will
give quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, June 28. 1882.

FOR SAN FRANCISCO.

The American Ship
"Melrose,"
FRENCH, Master, will load here
for the above Port, and will

For Freight, apply to
RUSSELL & Co.
Hongkong, June 23, 1882.

FOR LONDON VIA HAVRE.
The 9/3 4.1.1. German Bark
"Jupiter,"
F. ULRICH, Master, will load
here for the above Ports, and
have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.
 Hongkong, June 17, 1882.

FOR SAN FRANCISCO.

The 3/3 L.L. American Ship
"Lucy A. Nickels,"
NICKELS, Matter, will load here
for the above Port, and will
quick despatch.
Freight, apply to

HUESELL & Co.
Hongkong, June 28, 1892

For Sale.

MacEwen, Frickel & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat),
ARE NOW LANDING, EX
BRITISH BARQUE
"STILLWATER."

DEVOS'S NONPAREIL
BRILLIANT
KEROSINE OIL,
150° test.

SPARTAN COOKING
STOVES.

FAIRBANKS SCALES.
OAKUM.
TURPENTINE.

EX "AMERICAN MAIL."

CALIFORNIA
BACON
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and Californian CHEESE.
Bonitos CODFISH.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
Pickled OX-TONGUE in kegs and pieces.
Pampano MACKEREL in 5 lb cans.
Best Ideal SALMON in 5 lb cans.
Outing's Dessert FRUITS in 24 lb cans.
Assorted Canned VEGETABLES.
"Potted SAUSAGE and Sausage
MEAT."
"Stuffed PEPPERS."
"Assorted PICKLES."
"MINCEMEAT."
"COMB HONEY in Original Frames."
Richardson & Robbin's Celebrated Potted
MEATS.
Richardson & Robbin's Curried OYSTERS
& "Lunch TONGUE."
McCarthy's Sugar LEMONADE.
Olan GROWER.
Smoked SALMON.
Green TURTLE in 24 lb cans.
&c., &c., &c.

A LARGE ASSORTMENT OF STORES,
including:
TEXASOBAV'S DESSERT FRUITS.
ALMONDS and RAISINS.
PICNIC TONGUES.
COCOATINA.

VAN HOUTEN'S COCOA.
LEBRO'S & EPP'S COCOA.
FRENCH PLUMS.
PATE DE FOIE GRAS.
MINCEMEAT.
SAUSAGES.
BROWN.
BIGNY BUTTER.

DANISH BUTTER.
BREAKFAST TONGUES.
ANGHOVIES.
ASPARAGUS.
SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES—
HERBIEUX'S MONOPOLE & WHITE
SEAL.
VUEVE OLIVET PONSARDIN.
JULES MUMM & Co., pints & quarts.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA ROSE, pints & quarts.
CHATEAU LAITE.
1855 GRAVES.
BREAKFAST CLARET, &c.

SHERRIES & PORT—
SACCOV'S MANZANILLA & AMON-
TILLADO.
SACCOV'S OLD INVALID PORT.
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 2 Star Hennessey's BRANDY.
Bisquit Dubouché & Co's BRANDY.
FINEST OLD WHISKY.
ROYAL GLENDEE WHISKY.
CHARTREUSE.
MARASCHINO.
CURACAO.
Assorted BOTTLES and ORANGE
BITTERS.
&c., &c., &c.

RASS'S ALE, bottled by CAMERON and
BARNES, pints and quarts.
GUINNESS'S STOUT, bottled by E.
& J. BARNES, pints and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the
ALE and PORTER, in hogsheads.

SPECIALY SELECTED
CIGARS

Fine New Season's CUMSHAW TEA, in
5 and 10 catty boxes.

BREAST COUGOU @ 25 cents p. lb.

SEASIDE LIBRARY, 15 to 25 cents.

FRANKLIN SQUARE LIBRARY, 15 to
25 cents.

MURKIN'S PATENT FIREPROOF
SAPES, and CASH BOXES, at
Manufacturer's Prices.

Hongkong, June 1, 1882.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ, ISMAILIA,
PORT SAID, SYRIAN PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON FRIDAY, the 14th day of July,
1882, at 8 a.m., the Company's
S. S. **SINDH**, Commandant LACROIX,
with MAELS, PASSENGERS, SPOILS,
and CARGO, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon of 12th July, 1882.
Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on the
12th July, 1882. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 11, 1882. jy14

**Occidental & Oriental Steam-
Ship Company.**

PAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND EUROPE,
AND SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S. S. **OCEANIC** will be despatched
for San Francisco via Yokohama,
on SATURDAY, the 15th July, 1882, at
3 p.m. To be followed by the S. S.
OPTIC on or about the 29th Instant.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.
A Reduction of 25 % made on all
RETURN PASSAGE ORDERS ISSUED.
Consular invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.
F. E. FOSTER,
Agent.

Hongkong, July 8, 1882. jy15

STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BRINDISI,
ANCONA, VENICE, BLYMOUTH,
AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERISIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
RHEDIVE, Captain TOMLIN, with
Her Majesty's Mails, will be despatched
from this Port for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
FRIDAY, the 21st July, at Daylight.
Cargo will be received on board until
Noon on the day previous.
Parcels and Specie (Gold) at the Office
until Noon on the day previous.
For further particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.
A. McIVER, Superintendent.

Hongkong, July 10, 1882. jy21

MAILS.

THE S. S. NIGATA MARU, Captain
WYNN, due here on or about the
16th Instant, will be despatched as above
on FRIDAY, the 21st July, at 4 p.m.
Cargo received on board and Parcels at
the Office up to 1 p.m. of day of sailing.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

Cargo and Passengers for Yokohama
will be transhipped to the Shanghai Mail
Steamer at Kobe, and for Vladivostok at
Nagasaki.

For further particulars, apply at the
Company's Offices, Praya Central, Ground
Floor of Messrs. RUSSELL & Co.

H. J. H. TRIPP,
Agent.

Hongkong, July 11, 1882. jy21

NOTICE.

**QUEEN FIRE INSURANCE COM-
PANY.**

THE Underigned are prepared to accept
Risks on First Class Godowns at 2
per cent. net premium per annum.

NORFON & Co., Agents.

Hongkong, July 13, 1882.

Intimations.

THE FRENCH IN ANNAM.

To the Editor of the "CHINA MAIL."

SIR,—The recent news respecting the sta-
tion of some French ships of war at
Toungkin in the first week of April
has been inserted in the papers. Since
then this has passed as a rumour, there
being no known authority for the truth of
it. The news which strikes us with astonish-
ment is that the French had, on the 23rd
month of April, invaded the Province of
Tonquin and got possession of it. It seems to
have been the fact that the French General
had sent a despatch to Annam stating that
the ships of war lying around were in-
tended for driving away the Black Flag in
order to protect the Western Merchants in
carrying on their trade between Kongko
river and Yunnan without any disturbance,
and that no interference with the locality
(of Annam) would be made.

When the French Naval Officers had
their ships of war lying in the harbour, they
were welcomed and entertained by the
Civil Officers of the mainland for more
than 20 days, during which period neither
of the parties had any difference with the
other. The French, however, taking the
advantage of the incapability of the native
officers to make any preparation for action,
suddenly invaded Tonquin and took it.
The death of the Governor Wong and the
Vice-Admiral Lai resulted. The sudden-
ness of the invasion of Tonquin has been
quite unaccountable. Tracing back the re-
lations between the French and Annam
find that in the year 1862, the French in-
vaded the three provinces of Tonquin, and
the three provinces of Annam. The war con-
tinued for three years, and at last the three
provinces were yielded to the French by
the Annamese on a treaty of peace being
made. Peace continued for some time,
after which the French tried to push on,
other three interior provinces to the French
but the Annamese refused to accede to this
arrangement. In consequence of this re-
fusal, in 1874, the French had many ships
of war around Tonquin and attacked
several places, capturing and ill-using many
of the native officers. In a battle, however,
the French Commander-in-chief and the
Annamese Commander-in-chief were slain.
Afterwards a Treaty was made between the
French and Annamese Governments that
the places which had been taken by the
French should be restored to Annam; that
the provinces of Saigon be given up. By
Annam to the French to be governed by
them; that hostilities should cease between
both Governments for ever, and that Mer-
cantile pursuits should be carried on. New
cattle should be sent to Annam; that the
question of Tonquin should be settled.
The French invaded Tonquin this time?
Do the French mean that Annam could not
keep up the Treaty on account of its in-
ability to prevent interference with the
French merchants by the Black Flag?

Enquiries have been made from mer-
chants, the facts about the Black Flag had
been under the protection of Annam before the
Treaty was made in regard to commercial
pursuits. The Annamese Government had
permitted the Black Flag to station at Po
Shing for keeping out any plundering
robbers. In the troubles of the Government,
Admiral Fung of the Chinese Government
had an army sent to exterminate the robbers,
and during that time the Black Flag were
also very anxious to lend a hand in driving
out the robbers. The reason why the An-
namese Government has not exercised its
authority to keep the Black Flag out of the
place is because it has been found that the
place is situated far out and cannot be left
to the commercial pursuits. If the French
day commercial pursuits was made, the
number of vessels passing out and into the
harbour of Po Shing has been enormous.
The annual amount of duty is very great.
From this it may be seen that no inter-
ference had been offered to the French mer-
chants by the Black Flag. If the French
chests by the Black Flag had slain the
French Commander-in-chief and that
consequently, the Government must insist
on the Black Flag being driven away,
it is an absurdity; for European nations
would also demand such a thing sufficient
reason for initiating hostile action. If the
French were going to create a disturban-
ce for the reason that the French Govern-
ment has not exercised its authority to keep
the Black Flag out of the place, then the
hostility would be the better to cease. With refer-
ence to the inability of the French mer-
chants to get commerce introduced into
Yunnan, no Treaty has been made by the
Chinese Government concerning that mat-
ter. Moreover there is a Kongko river,
steamers sailing along the Kongko river,
owing to the swelling currents and the amount
of deposits in the river. This suggestion
has been made by the Committee of the
French department. The Annamese Gov-
ernment has had nothing to do with these
obstacles. No one can see the reason why
the French Government should have in-
vaded Tonquin and taken it. From this it
may be seen that the French Government is
unfaithful to all the other nations on the
Globe.

Now Tonquin to Annam is like the right
arm to the body, and Tonquin to China is
like an outer wall to the house. If the
right arm were hurt, the body would suffer,
and if the outer wall were broken, the house
could be looked into. If the Annamese
Government cannot secure Tonquin how
can it be a dependency to China, and if the
Chinese Government cannot devise means
to help Annam how can it secure its own
house and make its outer wall fast. If the
Annamese Government complains with
reason, let us ask what would be the
answer from the French Government?

AN OLD INHABITANT OF HANOI.

To-day's Advertisements.

INTIMATION.

MR. FREDERICK ROBERTS
ROBERTS was Admitted a PARTNER
in our Firm on the 19th of June last.

ROSE & Co.
Hongkong, July 12, 1882. jy26

NOTICE TO CONSIGNEES.

GERMAN BARQUE "HANSA," FROM
HAMBURG.

CONSIGNEES of Cargo by the above-
named Vessel are hereby requested to
send in their Bills of Lading to the Under-
signed for countersignature, and to take
immediate delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signee's risk and expense.

MELCHERS & Co.,
Agents.

Hongkong, July 12, 1882. jy15

TO LET.

THREE HOUSES in Richmond
Terrace, Bonham Road. Rent
Moderate.

Apply to
HONGKONG DISPENSARY.

Hongkong, July 7, 1882.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI (DIRECT).
(Taking Cargo & Passengers at through rates
for SHANGHAI, CHEFOO, NEW-
CHANG, TIENTSIN, HANKOW
and Ports on the YANGTSE.)

The Company's Steamship
"Stentor,"
Capt. KIRKPATRICK, will
be despatched TO-MORROW,
13th Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 12, 1882. jy13

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI.
(Taking Cargo & Passengers at through rates
for CHEFOO, TIENTSIN, NEW-
CHANG, HANKOW and Ports
on the YANGTSE.)

The Company's Chartered
Steamer
"Asia,"
Capt. DUNN, will be
despatched as above TO-MORROW,
13th Instant, at 3 p.m., instead of as pre-
viously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 12, 1882. jy13

FOR SWATOW, AMOY AND
TAIWANFOO.

The Steamship
"Albatross,"
Capt. GORDON, will be
despatched for the above
Ports on SATURDAY, the 15th Inst., at
2 p.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, July 12, 1882. jy15

FOR SWATOW, AMOY & FOCHOW.

The Steamship
"Kwangtung,"
Capt. YOUNG, will be
despatched for the above
Ports on SUNDAY, the 16th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, July 12, 1882. jy16

FOR LONDON VIA SUEZ CANAL.

The Steamship
"Africa,"
Capt. ROWLEY, will be
despatched as above on
or about the 18th Instant.

For Freight, apply to
GILMAN & Co.,
Agents.

Hongkong, July 12, 1882. jy15

FOR SHANGHAI.

The Steamship
"Electric,"
Capt. R. HENRI, will
have immediate despatch
as above.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, July 12, 1882. jy15

PUBLIC AUCTION.

THE Underigned will sell on
TUESDAY,
the 18th July, 1882, at 3 p.m., on the
Premises,

By ORDER of the Mortgagee—
THE HOUSE No. 23, GOUGH STREET, steps
measuring 1,260 Square Feet, and regis-
tered in the Land Office as SECTION
4 of INLAND LOT No. 850. Yearly
Crown Rent \$17.46.

For Particulars and Conditions of Sale,
apply to
J. M. GUESDES,
Auctioneer.

Hongkong, July 12, 1882. jy18

FROM HAMBURG, PENANG AND
SINGAPORE.

THE Steamship **Electra**, Capt. BÖHM,
having arrived from the above
Ports, Consignees of Cargo are hereby
informed that their Goods are being landed
and stored at their risk into the Godowns
of the Underigned, whence and/or from
the Wharves or Boats delivery may be
obtained.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
1 p.m. TO-DAY, the 12th Instant.

Cargo remaining undelivered after the
No. 12th Instant will be subject to rent.
Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.

Hongkong, July 12, 1882. jy19

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

ALEXA, British barque, Capt. G. Robb.
—A. H. Ton.

ARCHES, British barque, Captain Ed. B.
Halliday.—Borsen Company, Limited.

C. T. HOOK, British steamer, Capt. W.
Jarvis.—A. H. Ton.

ERKENZ, British ship, Capt. W. Roberts.
—P. & O. S. N. Co.

FELICIA, German steamer, Captain A.
Müller.—Siemsen & Co.

KAISOW, British barque, Capt. J. Gadd.
—Adamson, Bell & Co.

MORAY, British steamer, Captain Wm.
Tutton.—Jardine, Matheson & Co.

SOLOWAY, British steamer, Captain Robt.
Jarvis.—Butterfield & Swire.

VORWAGERS, German steamer, Captain
F. Boyesen.—Wielor & Co.

SHIPPING.

ARRIVALS.

July 11, **Forwards**, German steamer, 811, F. Boyesen, Tonsen July 8, General—Wielor & Co.

July 12, **Electra**, German steamer, 1161, R. Böhm, Hamburg May 21, and Singa-
pore, General.—SIEMSEN & Co.

July 12, **Albatross**, German steamer, from Canton.

July 12, **Kwangtung**, British steamer, 674, M. Young, Koochow July 9, Amoy 10, and Swatow 11, General.—DOUGLAS LAPRAIK & Co.

July 12, **Hotham**, British steamer, 896, T. Shaw, Swatow July 11th, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

July 11, **Ningpo**, for Canton.

July 12, **Asia**, for Singapore, &c.

July 12, **Peking**, for Canton.

July 12, **Peng-chou-hai**, Chinese gunboat, for a cruise.

July 12, **Greyhound**, for Hoihow, &c.

July 12, **Felicita**, for Newchwang.

July 12, **Kaisow**, for Swatow.

July 12, **Glenary**, for Shanghai.

July 12, **Huai Yuen**, for Canton.

July 12, **Curacao**, for Swatow.

CLEARED.

Himalaya, for Hoihow, &c.

Breconshire, for London, &c.

Tamsui, for Sydney, &c.

Ping-on, for Hoihow, &c.

Stentor, for Hoihow, &c.

Hotham, for Singapore.

Holstein, for Vladivostok, &c.

PASSENGERS.

ARRIVED.

Per Hwai Yuen, from Shanghai, 57 Chi-
nese.

Per Forwards, from Tonsen, 40 Chinese.

Per Electric, from Hamburg, &c., Miss Schulze Peters, Messrs Wulffery and v. Blumenstein, and 22 Chinese.

Per Kwangtung, from Coast Ports, Mr Wang Cheung, 2 Europeans (deck), and 112 Chinese.

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who put pressure upon the bankrupt's family and nearest relatives to provide funds for the satisfaction of the claims of both creditors and Yamen officials, according to the amount now required to stay proceedings. The first thing is to sell or pledge the bankrupt's daughters, then to mortgage or sell what private property the bankrupt, his father, or his brothers possess, to keep the claim property untouched. If all this fails to satisfy the demands of the Yamen officials and the creditors, the Magistrate is moved, after further fees paid by the bankrupt, to issue a warrant of apprehension against the bankrupt. This is handed to the Police officer in the Yamen, and he goes through the same process with the summons, until he and his subordinates have had their share, when, after a new fee has been paid, a petition is presented to the Magistrate complaining, on the part of the creditors, that the Police officers do not exercise due energy in their attempts to arrest the bankrupt. Thereupon a warrant is issued stating that the officers charged with it shall receive 30 blows if the bankrupt is not brought into Court on a certain day, the date of which is placed sufficiently remote to enable the Police officers and their runners, who now proceed in earnest, to the bankrupt's residence to obtain as much as can be got out of the clan by way of fees. The period is fixed usually for a week, and a report that the bankrupt *non est in civitate*. Thereupon, after renewed fees by the creditors, the Magistrate is moved to issue a notice to the bankrupt and clan heads concerned, that they will be deprived of their battens of literary degrees if they do not surrender the bankrupt or his nearest relative by a certain date. Meanwhile the Police officers, having exhausted the resources of the bankrupt's family, live on the property of the clan, until the bankrupt or his substitute are surrendered or until the Police officers are bought off or the Magistrate is bribed to drop proceedings, or an arrangement is made between the clan and the creditors. But if all these means should fail to stay proceedings, the bankrupt or his substitute is conveyed to the prison of the Yamen, when it is the turn of the goler and his subordinates to exact fees from the prisoner's relatives for supplying the prisoner with food and medicine. At every hearing of the case before the Magistrate, torture is applied, for whenever the bankrupt gives an answer appearing to be evasive or untrue, he receives a number of strokes on the face or on the chest, or he is made to kneel on chains, quite apart from the regulation blows administered with the bamboo in accordance with the degree of punishment prescribed, as above stated, by the Penal Code. As it is in the hands of the underlings of the Yamen to administer these various forms of torture and banishment with more or less severity as they please, it gives them more than a chance to exact fees from the bankrupt's relatives.

We spare our readers any further enumeration of these horrible details, which are perfectly sufficient to show that, though the harshness and cruelty of the penal statutes concerning bankrupts are somewhat mitigated by the delays and the system of bribery which pervades the practical application, a bankrupt comes into the clutches of this Chinese law is really a person to be pitied. No wonder therefore that bankruptcies are very rare in China, and that in ninety-nine out of a hundred cases of insolvency the estate is wound up and an arrangement made between the creditors and the bankrupt's family and clan to pay a certain percentage in satisfaction of all claims, whereupon the bankrupt, having become the debtor of his clan, has to work the rest of his life to clear off his liabilities to his clan till his members are satisfied.

A consideration, however, grows out of the above description of bankrupt proceedings in Chinese Courts, which though not directly connected with the purpose we have before us, we may point out *en passant*. The fact that vicious punishment and torture are inseparably connected with this Chinese procedure, in bankruptcy, lays it open to question whether the Hongkong Government, which always stipulated the omission of torture before extraditing a Chinese criminal, should have recourse to Treaty stipulations in demand, through Mr. M. Consul in Canton, that the Chinese authorities promise the apprehension and punishment of a Chinese debtor absconding from Hongkong into Chinese territory, and the payment of the amount for which he may be in default. We can quite understand that Sir John Poy's money-seekers will be in a hurry to see this terrible law and its more terrible mode of procedure in motion, through the Consul, whenever a Chinese banker or merchant has merited their petition to him to do it. For did he not proclaim their torture in China was but rarely applied and of the mildest description, and that the laws of China were the most paternaly merciful and kind laws to be imagined? In the face of the above facts, however, we think that the least the Hongkong Government should do in the case of persons tending to invoke the help of the Chinese bankruptcy law with a view to recover debts due in Hongkong, is to run away Chinese debtor into Asia upon the creditors proving their claims first in Sumatra or Java, and then to demand the return of the debtor to Hongkong and transmit the claim if proved to Mr. Consul in Canton for settlement on the district understanding that no vicious punishment or torture be employed in the process of recovering the debt. Should it be proved, on the other hand, as we think it to be the case (similarity with torture), that it is the vice of the Chinese Authorities to oppress with the process of vicious punishment and torture if the Chinese law is to be set in motion at all, there is a clear necessity for the Hongkong Government suspending the operation of the Treaty Clauses bearing on this subject and demanding a revision of the Treaty without any delay.

REUTERS TELEGRAMS.

(Supplied to the "China Mail.")

(Per E. E. A. & Co. Telegraph Co.'s Line.)

RELATIONS SUSPENDED WITH EGYPT—ALEXANDRIA BOMBARDMENT.

LONDON, 11th July.
Relations are suspended with Egypt. Admiral Seymour has announced that he would bombard the City on Tuesday morning. The French fleet will not participate.

LOCAL AND GENERAL.

The next AMERICAN MAIL for the O. & C. str. *Coptic* may be expected to reach this port on or about the 15th instant. She brings San Francisco dates to the 17th ult.

The following AMERICAN MAIL for the P. M. str. *City of Tokio* may be expected to arrive here on or about the 29th instant. Her dates from San Francisco are up to the 1st instant.

To-morrow the *Albay* and the *Nelson* will be replaced by the German-tarque *Paul* and the *Atlanta* at Kowloon dock.

A PARADE and Inspection of the Government and Volunteer Fire Brigades will take place at the Central Fire Brigade Station at 4.30 o'clock p.m. on the 13th instant.

We may note that Mr. F. S. A. Bourne, of H.E.M. Consular Service, goes home on leave per *Bresciana*. His duties at Foochow have been taken over by Mr. O. Johnston; Mr. Wilkinson, one of the student interpreters from Peking, also joining the Consulate at Foochow.

We noted some time ago that tenders for the much-needed waterproof coats for the police force had been asked for. The necessary safeguards against fever, however, have not yet been secured out; and it may not be out of place to remark that the wet weather which frequently prevails during this season is a reason why the matter should be seen to at once.

The counterfeit coin case was before the Police Court this afternoon Mr. Sharp, the Crown Solicitor, prosecuted, while Mr. Francis appeared for the defendants. Sergeant Campbell's evidence as to the seizure of the cash was corroborated by a Chinese hukong, and the two Annamese Government officials gave evidence as to the class of coins in use in Annam, after which the case was adjourned until Wednesday next. It has been decided to prosecute on two coins from each of the 39 boxes seized.

According to home papers some comment has been made among certain members of Parliament and officials of the House of Commons by the discovery that a well-known Irish member is in the habit of carrying at Westminster a walking-stick which contains a dagger of extraordinary construction. Upon a spring being touched the dagger starts up from its place, and the effect of its appearance is increased by the fact that the handle of the blade is twisted in spiral form, which would make the weapon if used all the more deadly. The attention of the Sergeant-at-Arms was called to the matter, and he in turn is said to have privately taken counsel with the Speaker. Sir Henry Brand, it is understood, replied that, however unusual the practice may be, the carrying of such a weapon outside the House proper is not in itself illegal, although no member would be allowed to introduce such a weapon within the bar. It is believed that the stick is generally left by its owner in the cloak-room downstairs whilst he is in attendance upon his Parliamentary duties.

THE *Amoy Gazette* learns that a Chinese lorcha rigged like a War Junk arrived here a week ago and anchored alongside the gunboat *Chinghai*. Suspicion having been excited as to her real character the Commander of the *Chinghai* sent an officer on board who found that she had no papers and no flag. On going below he discovered large supplies of gunpowder in the hold as well as muskets and nine big guns, not mounted. There were on board over thirty men, all Cantonese, and some of the crew were said to be ashore. We further learn that the Chinese Admiral at once ordered three of his War Junks to remain alongside the lorcha, and that he also gave orders to the Commander of the *Chinghai* to keep steam up in order to prevent her leaving the anchorage pending investigation. "If it turns out that she really is, as alleged, a pirate, the audacity of the buccaniers in thus sailing into the Dragon's mouth will only add to their criminality in the eyes of the Mandarins and their shrill will be short. We hear it said—we know not with what truth—that some of the crew who were ashore were engaged in reconnoitering the wealth of the pawn shops in Amoy, in which case it would seem that some practical raid as has so often created a panic in Hongkong, was contemplated here.

LAW NOTICE.

IN THE SUPREME COURT OF HONGKONG.

(Before the Hon. Sir G. Phillips, Chief Justice, Knt.)

PACAROS JIMENEZ vs. Thursday, 13th July, 11 a.m. In the goods of John Fite Patrick, deceased.—Petition of João Henrique dos Remedios, for Letters of Administration with the will annexed.

In the goods of Lam Tong, deceased.—Petition of Lam Chow, for Probate.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before the Hon. F. Snowden, Police Magistrate.)

Wednesday, July 12th.

LO YUK K'WAN vs. CHUN TING PO (\$50).

This was a claim for the amount of passage money from Hongkong to San Francisco by the steamer *Canton*, which had been chartered by the Man Tong On Hong, and on whose behalf the defendant acted as passage broker. The charter was never fulfilled, as after the passage money had been collected from a large number of emigrants the boat was abandoned and the steamer was not sent. The plaintiff contended that he had paid the money to the broker, Chun

Ting Po, and therefore sued him to recover the money.

Mr Bailey appeared for the plaintiff, and Mr Francis acted for the defendant.

Mr Bailey said the plaintiff was a labourer, formerly residing in the interior of China, and had come to Hongkong for the purpose of taking a passage to California. Shortly after his arrival in the Colony he went to the defendant, who was acting as a passage broker and engaged a passage by the steamer *Canton*. He paid his money to him, and obtained a ticket according to the contract form of Ordinance 6 of 1874, which related to Chinese emigration. The steamer was to leave on the 13th of June, and the plaintiff went on board on the day appointed for the steamer to sail. The steamer, however, was not ready, and as a matter of fact never did leave for San Francisco, consequently defendant was unable to go. He had expended almost the whole of his money in the purchase of his ticket, and was unable to leave the Colony. Subsequently on asking his money back from the passage broker it was refused. He was now subsisting on the charity of people in the Colony and he had been compelled to bring the case before the Court. Mr Bailey believed that many other Chinamen were in the same position, and he apprehended that this would be in the nature of a test case. Whatever rule His Lordship might lay down would govern at any rate many of the other cases.

Mr Francis said he should like his friend to state definitely whether he was going for \$50 as failure of the contract, or whether he was suing on the contract.

Mr Bailey said he was suing for the \$50 paid as passage money, as consideration had failed.

Mr Francis said that the defence was that they never received the money.

The witness called and said the man he dealt with was Chun Ting Po, and that he paid the money to him in the Man Tong On Hong. Mr G. Holmes, broker, said he chartered the steamer *Canton* from Messrs Rozario & Co., for the Man Tong On Company. She never went to California. Mr Holmes then said he had been acting as a passage broker, and stated that it was not customary for brokers to receive the passage money. The custom was that the brokers issued and signed the tickets, and then the owners or charterers received the money. Mr Holmes further stated that it was a prevalent idea that Chinese passengers could not be shipped unless a passenger broker was employed, and that many of these brokers were simply clerks in the hands of which they were the agents. His Lordship asked Mr Holmes whether the ticket shown was the ordinary form. That gentleman said it was. His Lordship pointed out that it was in the form of an acknowledgment of having received the money. Mr Holmes said he had never received passage money, and he did not suppose this broker had. Mr Francis called Captain Thomsett, who spoke as to the steamer being a regularly licensed vessel for the carriage of passengers. The defendant said he had been passage broker to the P. & O. Co. for two years, and during that time he had never received money. He signed the tickets and handed them to the P. & O. Comptroller. His Lordship asked defendant what the duties of a broker were, when he innocently replied that they got 23 cents commission on each ticket. Mr Francis said he was a clerk in the Man Tong On, and he had plaintiff pay \$403 the margin of the money. No one paid more than \$403, although it stood on all the tickets at \$50.

Mr Francis said that the case was simply for money had and received, and the evidence put forward in support of the claim was a receipt document, signed Chun Ting Po, in which he acknowledged having received the money of \$50. The evidence of the plaintiff was entirely unsupported. Payment had really been made to the Man Tong On, and it was there he got the ticket. As an action for money had and received, the statement of the defendant and the receipt had been completely upset by the evidence which he had given. He had engaged according to the position which existed in the harbour master's office, and defendant did as all brokers did, fixed his stamp to it and then handed it over to his principals, who received the money and issued the tickets. As it seemed to Mr Francis, the ordinance did not apply to this case in any manner.

Mr Bailey admitted that the evidence of the money having been paid to the defendant was not satisfactory. The money, however, had been paid, and under these circumstances he apprehended, was whether the defendant having given this contract ticket signed by himself was not liable on it.

His Lordship said Mr Bailey had elected to sue him as having received the money. What the effect of an action for breach of agreement would be he was not quite sure.

Mr Bailey said defendant had given a receipt acknowledging that he had actually received the money. No one had taken the receipt, and he had not taken the money.

His Lordship said he thought it was a question for him (Mr Bailey) to consider whether the evidence given by Mr Holmes did not upset that altogether.

Mr Bailey said the only Chinese writing was the plaintiff's signature on the contract, which purported to be a translation of the English. He never gave credit to the Man Tong On, but trusted only in this man, Chun Ting Po, and on the strength of that trust he paid up his money. The plaintiff was only a labourer from the interior of China, and he was alone to get his ticket it was impossible for him to get more evidence. The whole transaction was of the worst description, and opened up a field of the widest swindling. This poor man had come down from the country knowing nothing about the law, and on the strength of this broker's representation paid his money. He was not a lawbreaker, and his Lordship said he was not sure if he could not get it. The form was provided by the Ordinance, and signed by these brokers. He must say it was hard on them too. Still, if a man chose to sign a ticket guaranteeing a passage to passengers to certain places, he might be made liable. Mr Francis said he agreed distinctly and purely as a broker. The word broker on the very face of it meant agent for a principal.

His Lordship said that in certain cases the broker might render himself liable. The weight of evidence was, however, against the plaintiff, and he was not going to the defendant. The affair was a gross swindle on the plaintiff, but he must be non-suited. His Lordship then called up the plaintiff, and through the interpreter told him there was no doubt he had been robbed of his money, and he was very sorry for him, but it was done by the Man Tong On people, and not by the defendant. He said nothing more, and these gentlemen did not advise him to do anything. He then went to Pottinger Street to get a stick for his own defence, as he was not on a long time in the habit of striking the young men, or small boys, and though he did not consider himself a small boy, yet he thought that Father Giebler thought him a small boy, and would treat him accordingly. He had no intention of using the stick in the first instance. 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INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000. PAID-UP, £200,000.
PAID-UP RESERVE FUND, £50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, January 1, 1882.

THE TOKIO MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned have been appointed Agents for the above Company are prepared to accept MARINE RISKS at Current Rates and usual Discounts.

H. J. H. TRIPP,
Agent, M. B. M. S. S. Co.
Hongkong, April 26, 1882.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....£420,000.00
PERMANENT RESERVE.....£230,000.00
SPECIAL RESERVE FUND.....£200,553.55

TOTAL CAPITAL AND ACCUMULATIONS, 6th April, 1882.....£850,553.55

Directors:
H. De C. FORBES, Esq., Chairman.
J. H. PINCEVOSS, Esq., Wm. MEYERIN, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.,

HEAD OFFICE—SHANGHAI.
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:
Messrs BARKING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69 Cornhill.

POLICIES granted on Marine Risks to all parts of the World.

Subject to a Charge of 12 1/2 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERTAKING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the Premium paid by them.

RUSSELL & Co., Agents.
Hongkong, May 8, 1882.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000 " Reserve Fund upwards of £120,000 " Annual Income £250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Poochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Undersigned having been appointed Agents for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co.
Hongkong, July 1, 1881.

Intimations.

FREDERIC ALGAR, COLONIAL NEWSPAPER & COMMISSION AGENT.

11, Clements Lane, Lombard Street, LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondence, Letters, and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Mr. Andrew Wind, News Agent, &c.

133, NASSAU STREET, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the SAILOR'S HOME, West Point, Hongkong, July 25, 1878.

Visitors' Column.

We have instituted as an experiment a Visitors' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum, Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lusitane Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wallington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MacEwen, FRICKEL & Co.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR DRIVERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Palanquin Boats.

Half hour, 10 cts. Hour, 20 cts. Three hours, 50 cts. Six hours, 70 cts. Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK. Single Trip.

Four Coolies, \$1.00. Three Coolies, 0.85. Two Coolies, 0.70.

Return (direct or by Pot-foo-tum).

Four Coolies, \$1.50. Three Coolies, 1.20. Two Coolies, 1.00.

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, \$0.50. Three Coolies, 0.40. Two Coolies, 0.30.

Return (direct or by Pot-foo-tum).

Four Coolies, \$1.00. Three Coolies, 0.85. Two Coolies, 0.70.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak) \$0.75 each Coolie. (12 hours) Gap, \$0.60 each Coolie.

Licensed Barbers (each).

Hour, 10 cents. Half day, 5 cents. Day, 50 cents.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900 piculs, per Day, \$3.00.

1st Class Cargo Boat of 8 or 900 piculs, per Day, 2.00.

2nd Class Cargo Boat of 600 piculs, per Day, 2.50.

3rd Class Cargo Boat of 400 piculs, per Day, 1.75.

3rd Class Cargo Boat of 400 piculs, per Day, 1.50.

3rd Class Cargo Boat of 400 piculs, per Day, 1.00.

3rd Class Cargo Boat of 400 piculs, Half Day, 50.

Sampans.

or Pullaway Boats, per Day, \$1.00.

One Hour, 20.

Half-an-Hour, 10.

After 6 P.M., 10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, 83 cents.

Half Day, 40.

Three Hours, 12.

One Hour, 5.

Half Hour, 3.

Nothing in the above Scale to affect private agreements.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office, Price, \$1 each.

CHINA MAIL OFFICE.

SHARE LIST.—QUOTATIONS.

JULY 12, 1882.

Stocks	No. of Shares	Value	Field-up	Reserve	Working Account	Last Closing Quotation	Quotations, Cash
H.K. and Shanghai Bank	40,000	125	125	2,100,000	63,935.45	40	*120 = \$275 [p. sh.]
INSURANCES.							
Yeh-Ching Ins.	1,000	2,000	2,000	2,000	18,447.56	18	71.1225 ex div
Yong-Tong Ins.	1,200	350	350	350	18,447.56	18	71.850 p. sh.
Union Ins. Soc.	600	2,500	500	334,607	437,688.58	152.00	*1026
China Traders' Insurance	600	1,666.66	500	475,000	91,928.48	20	*16765
Canton Ins. Office	10,000	250	50				880
Chinese Ins. Co.	1,500	1,000	200	100,378	677.42	3	*2220 ex div.
H.K. Fire Ins.	2,000	1,000	200	823,342	203,403.72	875	*1985 p. sh.
China Fire Ins.	4,000	500	100	493,632	144,535.91	18	*3225
STEAM COMPANIES.							
H.K. C. and M. Steamboat	8,000	100	75	135,000	18,008.06	5	*106
MISCELLANEOUS.							
H.K. & W. P. Dock	10,000	125	125	1,147,563.73	3,180.53	4	*50 prom. = \$187 1/2 p. sh.
Gas Co.	5,000	10	10	7,480			*102 1/2
Yeh-Ching Hotel	2,000	100	100				*1174
China Sugar Co.	6,000	100	100		5,324.71		*1134
H.K. Ice Co.	1,250	100	100	6,250			*150.51
H.K. Bakery	800	50	50				*120
Luzon Sugar Co.	7,000	100	100				
LOANS.							
Chi. Imp.	1874	6,276	100	all	8	June 30 Dec 31	
" "	1877	16,040	100	all	8	Feb. 28 Aug. 31	
" "	1878	3,899	100	all	8	April & Oct.	
" "	1881	8,565	100	all	8	June 16 Dec. 10	
Sugar Deben-tures, 1880.	000	500	all	8		June & Dec.	

* For half year ended 31st Dec., 1881. Report issued in October, above 1st interest. Report issued in October, above 1st interest. Report issued in October, above 1st interest.

EDWARD GEORGE, Share Broker.

Hongkong Rates of Postage.

(Revised January 1st, 1882.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, i.e., 40 cts., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices of current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, drafts, copied music, &c. The charge on them is the same as for books, but whatever the weight of a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers for Foreign Post Offices is 4 lbs. Patterns for foreign use are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, all Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1/2 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10 cts. Registration, 10 cts. Newspapers, 2 cts. Books and Patterns, 5 cts.

Natal, the Cape, St. Helena, Ascension, Bolivia, Costa Rica, Letters, 25 cts. Registration, 10 cts. Newspapers, 5 cts. Books and Patterns, 5 cts.

LOCAL POSTAGE.

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Letters, 10 cents per 1/2 oz.

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Natal, the Cape, St. Helena, Ascension, Bolivia, Costa Rica, Letters, 25 cts. Registration, 10 cts. Newspapers, 5 cts. Books and Patterns, 5 cts.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked by the letter 'h', and those in the body of the Harbour or midway between each shore are marked 'o', in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section 5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Albany	Brit.	Goddard	360	July 9	Douglas LaPraik & Co.	Amoy, &c.	K'loon Dock
Alvino	Brit.	Thieson	400	July 12	Wielor & Co.	Straits and Calcutta	15th inst.
Arratoon Apeur	Brit.	Macintosh	400	July 12	David Thomson, Sons & Co.	Singapore	15th inst.
Atalanta	Brit.	Phill	1241	July 11	Adamson, Bell & Co.	London, &c.	To-morrow
Broomshire	Brit.	Williams	902	July 8	Ah Yon & Co.	Singapore & Penang	13th inst.
Chas. Townsend Hook	Brit.	Holt	1717	June 20	Horne & Co., Limited	Manila	Costan Dock
Clifton	Brit.	Conquest	316	Sept. 28	Jardine, Matheson & Co.	Bangkok	Shanghai
Dab	Brit.	Loft	444	June 14	Yuen Fat Hong	Hobow, &c.	To-morrow
Electra	Brit.	Edwards	1101	July 12	H. K. & W. P. Dock Co.	Vladivostok, &c.	To-day
Fame	Brit.	Stapan	117	July 12	Chienese & Co.	Manila	Costan Dock
Himalaya	Brit.	Heedle	514	July 12	Chienese & Co.	Manila	Costan Dock
Holokai	Brit.	Havokor	67	April 14	Kwok Achong & Sons	Man	
Hongkong	Brit.	Marquez	604	Dec. 10	A. Merson	12 Douglas LaPraik & Co.	
Jelodan	Brit.	Young	654	July 10	Arnold, Labrang & Co.	Butterfield & Swire	
Kwangtung	Brit.	Louis	1009	July 6	Jardine, Matheson & Co.	10 Messageries Maritimes	
Lido	Brit.	Fulton	2186	July 1	J. H. Rogers	5 Geo. R. Stevens & Co.	
M. J. de	Brit.	Dalder	2654	July 4	A. O. & S. S. Co.	1 Messageries Maritimes	
Natal	Brit.	Thomson	894	July 3	Rennel & Co.	Wielor & Co.	
Nelson	Brit.	Motcalfe	3793	July 4	Wielor & Co.	Russell & Co.	
Oceanic	Brit.	Wagner	759	July 2	Yuen Fat Hong	24 China Traders' Insurance Co.	
Olympia	Brit.	Uriebo	775	July 8	Shun Wo Yuen	11 Messageries Maritimes	
Pasig	Brit.	Nicolas	66	July 10	Edwards & Swire	10 P. & O. S. N. Co.	
Piccola	Brit.	McCoolin	175	July 26	Butterfield & Swire	10 Douglas LaPraik & Co.	
Ping-on	Brit.	McCoolin	793	July 4	10 Messageries Maritimes	Wielor & Co.	
Princess of Wales	Brit.	Hunter	49	Nov. 24	Shun Wo Yuen	11 Messageries Maritimes	
S. Gull	Brit.	Haydon	319	June 13	Shun Wo Yuen	11 Messageries Maritimes	
Shun-on	Brit.	Blumenberg	1326	June 13	Shun Wo Yuen	11 Messageries Maritimes	
Sing	Brit.	Lequere	3169	June 13	Shun Wo Yuen	11 Messageries Maritimes	
Solway	Brit.	Kirkpatrick	510	June 27	Shun Wo Yuen	11 Messageries Maritimes	
Stout	Brit.	Kirkpatrick	1304	July 10	Edwards & Swire	10 P. & O. S. N. Co.	
Sun	Brit.	Edgar	269	July 11	Butterfield & Swire	10 Douglas LaPraik & Co.	
Sunamra	Brit.	McCoolin	1460	July 10	10 Messageries Maritimes	Wielor & Co.	
Thames	Brit.	Whitlock	910	July 10	Wielor & Co.	Russell & Co.	
Thames	Brit.	Poon	820	July 10	Wielor & Co.	Russell & Co.	
Volga	Brit.	du Temple	1040	July 8	Wielor & Co.	Russell & Co.	
Vorwarts	Brit.	Boyon	811	July 28	Wielor & Co.	Russell & Co.	
Yettung	Brit.	Kennett	286	June 22	Kwok Achong & Sons		
Sailing Vessels							
Alexa	Brit.	Robb	425	June 20	D. M. Hutchison	New Zealand	Abdeen
Annis	Brit.	Scott	632	May 20	Brandao & Co.		
Alvino	Brit.	K. Miller	346	July 7	Molchers & Co.		
Archer	Brit.	Holliday	448	June 28	Carlowitz & Co.	Hamburg	
C. D. Bryant	Amer.	Butman	929	June 23	Molchers & Co.		
Emblem	Brit.	Roberts	1162	June 23	Captain		
Furness Abbey	Amer.	Guest	1083	June 23	Russell & Co.		
Gesino Bros.	Brit.	Kyon Trimbach	401	July 1	Wielor & Co.		
Gredan	Amer.	Dunbar	1077	July 16	Russell & Co.	New York	
Hansa	Brit.	Dencken	499	July 11	Order		
Hermine	Swed.	Edvard Schellhass	289	June 14	Edvard Schellhass & Co.	Chlefou and Tientsin	
Horsina	Ger.	Kufka	105	June 19	Turner & Co.	Port Natal	
Hermia	Ger.	Bunje	623	May 13	A. G. Morris	Philippines	
Holapur	Brit.	Pearce	327	May 21	Wielor & Co.	Foochow	
Iram	Ger.	Ulrich	680	June 5	Arnold, Labrang & Co.	Havre & London	
Jupiter	Amer.	Nichols	1375	June 20	Russell & Co.	San Francisco	
Lucy A. Nichols	Ger.	Nichols	442	June 5	Russell & Co.		
Maria Louise	Ger.	Nichols	963	June 25	Russell & Co.		
Malrose	Amer.	French	741	June 25	Russell & Co.	New York	
Nemehiah Gibson	Amer.	French	741	June 25	Russell & Co.	Hamburg	
Paul	Amer.	French	741	June 25	Russell & Co.	Honolulu	
Paul	Amer.	French	741	June 25	Russell & Co.	Manila	
Paul	Amer.	French	741	June 25	Russell & Co.		
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Paul	Amer.	French	741	June 25	Russell & Co.		
Paul	Amer.	French	7				